

City Staff Transportation Master Plan Prioritization Proposal

Purpose

The Boulder Transportation Master Plan (TMP) is the City's long range blueprint for travel and mobility. The TMP defines the city's transportation investment strategy creating a future transportation system consistent with the community's values/priorities. The package of investments planned over the duration of the plan (through 2020) currently exceeds available resources.

In pursuing its transportation agenda, City Council has requested additional information concerning the appropriate selection of transportation investments. Staff has developed transportation investment packages which work toward implementing the TMP at three different levels of funding and quantifies the resulting system performance (congestion, air quality, daily VMT, etc.).

Scenarios



Base => Existing Funding = \$389M (2001-2020)

Base + => TMP deficit approximately half funded (\$84M additional)

Base ++ => fully funded TMP (\$143M additional)

Prioritization Approach

The TMP is based on implementing a balanced multimodal-based transportation system. The TMP advocates that we:

- ? adequately **preserve** the existing infrastructure
- ? strive to increase **safety**
- ? maximize the **efficiency** of our existing systems (pedestrian, bicycle, transit, and roadway)
- ? **enhance** mobility through investments in the completion of the **alternative transportation system** (pedestrian, bicycle, and transit).

The TMP advocates that this multimodal-based investment strategy be focused in a system of six east-west and four north-south corridors that constitute the designated multimodal corridor grid.

TMP priorities form the base for funding allocation. Investment on "enhancements" to the modal systems is focused in multimodal corridors. With limited resources, investments are focused on the highest priority corridors.

Prioritization Organizing Concepts

- ? Reflects TMP policy direction.
- ? Respects implementation constraints
 1. Colorado Department of Transportation (CDOT) is responsible for capital maintenance of the state highway system.
 2. The transit system will be deployed in partnership with the Regional Transportation District (RTD). RTD will continue to be responsible for operating the city's transit system.
- ? Implements projects in an holistic all-mode fashion.

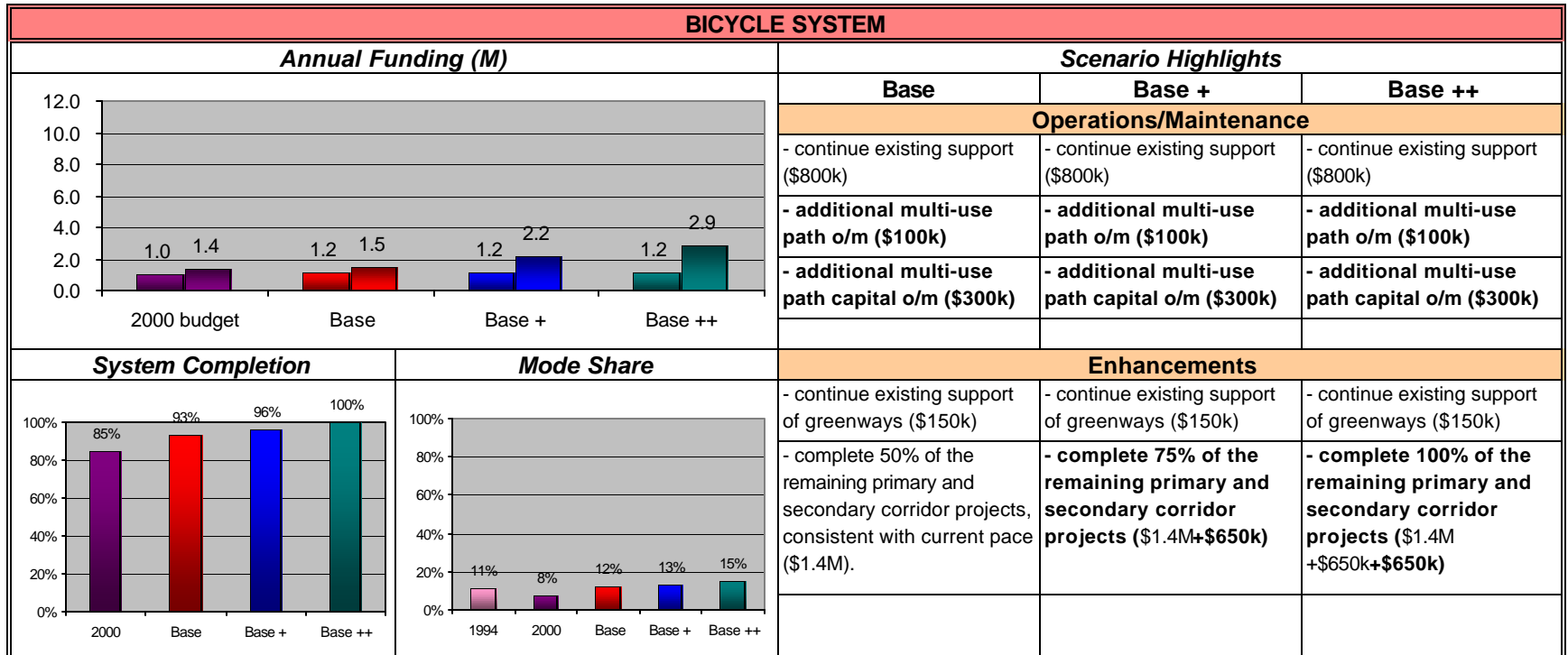
Investment Package/Scenarios

PEDESTRIAN SYSTEM

Annual Funding (M)		Scenario Highlights																	
		Base	Base +	Base ++															
<table><caption>Annual Funding (M)</caption><thead><tr><th>Scenario</th><th>o/m</th><th>enhancement</th></tr></thead><tbody><tr><td>2000 budget</td><td>2.2</td><td>1.4</td></tr><tr><td>Base</td><td>1.9</td><td>1.3</td></tr><tr><td>Base +</td><td>2.5</td><td>1.5</td></tr><tr><td>Base ++</td><td>3.0</td><td>1.7</td></tr></tbody></table>		Scenario	o/m	enhancement	2000 budget	2.2	1.4	Base	1.9	1.3	Base +	2.5	1.5	Base ++	3.0	1.7	Operations/Maintenance		
Scenario	o/m	enhancement																	
2000 budget	2.2	1.4																	
Base	1.9	1.3																	
Base +	2.5	1.5																	
Base ++	3.0	1.7																	
		- continue existing support (\$1.1M)	- continue existing support (\$1.1M)	- continue existing support (\$1.1M)															
		- continue sidewalk repair, replacement, ADA (\$750k)	-additional repair, replacement, ADA (\$750k+\$450k)	-additional repair, replacement, ADA (\$750k+\$450k+\$450k)															
		- additional sidewalk obstruction o/m (\$25k)	- additional sidewalk obstruction o/m (\$25k)	- additional sidewalk obstruction o/m (\$25k)															
		- additional education and enforcement (\$80k)	- additional education and enforcement (\$80k+\$75k)	- additional education and enforcement (\$80k+\$75k+\$35k)															
		Enhancements																	
		- continue to fill in missing sidewalk links (\$150k)	- continue to fill in missing sidewalk links (\$150k)	- continue to fill in missing sidewalk links (\$150k)															
		- implement pedestrian-related improvements in priority corridors (\$1.2M)	- implement pedestrian-related improvements in more priority corridors (\$1.2M+\$200k)	- implement pedestrian-related improvements in more priority corridors (\$1.2M+\$200k+\$200k)															

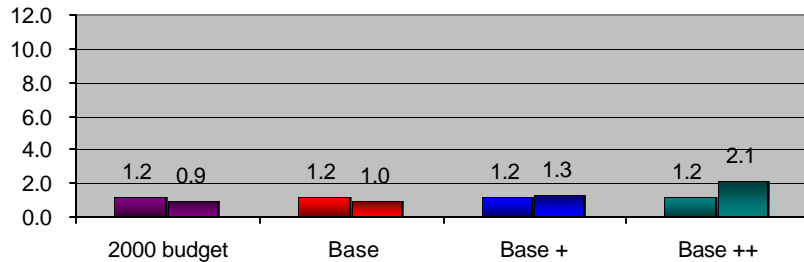
System Completion	Mode Share																						
<table><caption>System Completion</caption><thead><tr><th>Scenario</th><th>Completion (%)</th></tr></thead><tbody><tr><td>2000</td><td>95%</td></tr><tr><td>Base</td><td>98%</td></tr><tr><td>Base +</td><td>99%</td></tr><tr><td>Base ++</td><td>100%</td></tr></tbody></table>	Scenario	Completion (%)	2000	95%	Base	98%	Base +	99%	Base ++	100%	<table><caption>Mode Share</caption><thead><tr><th>Scenario</th><th>Share (%)</th></tr></thead><tbody><tr><td>1994</td><td>19%</td></tr><tr><td>2000</td><td>21%</td></tr><tr><td>Base</td><td>22%</td></tr><tr><td>Base +</td><td>23%</td></tr><tr><td>Base ++</td><td>24%</td></tr></tbody></table>	Scenario	Share (%)	1994	19%	2000	21%	Base	22%	Base +	23%	Base ++	24%
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BICYCLE SYSTEM

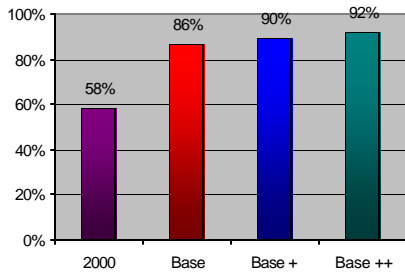


TRANSIT SYSTEM

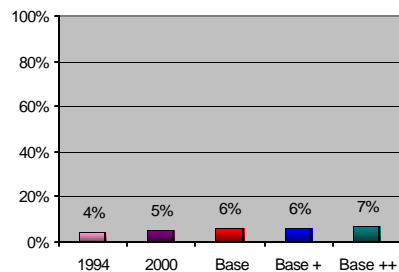
Annual Funding (M)



System Completion



Mode Share



Scenario Highlights

Base

Base +

Base ++

Operations/Maintenance

- continued existing support (\$1.2M)

- new transit service deployed in partnership with RTD (SKIP Model)

- continued existing support (\$1.2M)

- new transit service deployed in partnership with RTD (SKIP Model)

- continued existing support (\$1.2M)

- new transit service deployed in partnership with RTD (SKIP Model)

Enhancements

- implement one new SKIP-type service every two years, consistent with current pace completing 15 of the 18 routes envisioned in the local/county express transit system
- pursue regional transit initiatives (US36 MIS, Etc.)

- **implement one new SKIP-type service every 1.5 years completing the envisioned local/county express transit system in 20 years (\$750k-\$375k)**
- pursue regional transit initiatives (US36 MIS, Etc.)

- **implement one new SKIP-type service every year completing the envisioned local/county express transit system in 13 years**
- pursue regional transit initiatives (US36 MIS, Etc.)

- **super stops and intermodal centers**

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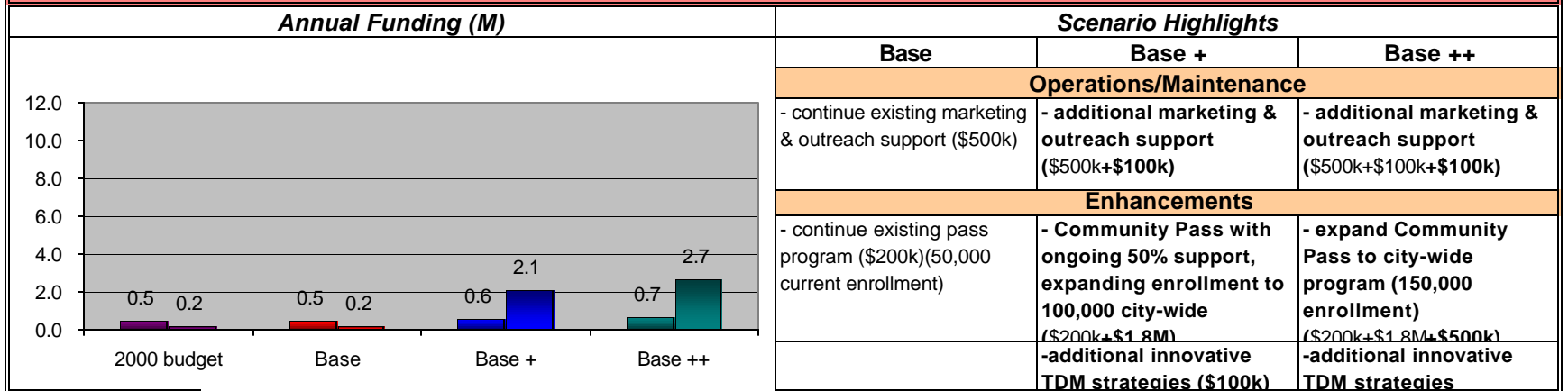
- **super stops and intermodal centers**

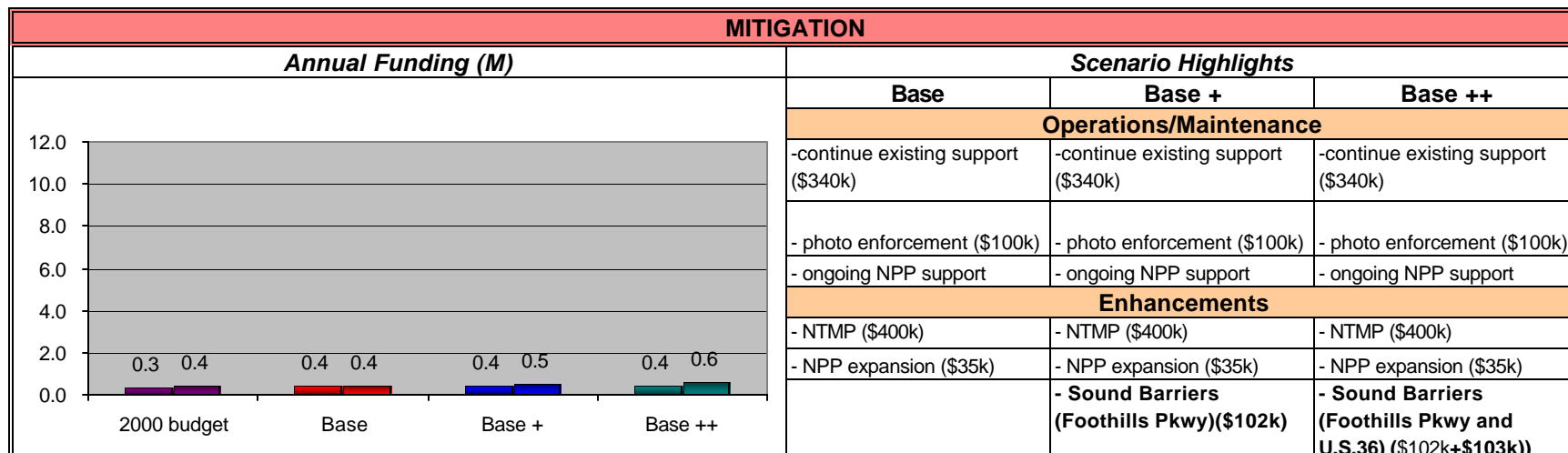
- **additional regional transit service (\$400k)**

ROADWAY SYSTEM

Annual Funding (M)		Scenario Highlights																	
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		Scenario	2000 budget	Base															
		2000 budget	11.3	3.7															
		Base	7.4	2.4															
		Base +	7.7	2.4															
Base ++	7.7	2.4																	
Operations/Maintenance																			
-continue existing support (\$6.7M)	-continue existing support (\$6.7M)	-continue existing support (\$6.7M)																	
- reduce local street resurfacing cycle (20+ years to 10-15 years) (\$285k+\$250k)	- reduce local street resurfacing cycle (20+ years to 7-10 years) (\$285k+\$250k+\$250k)	- reduce local street resurfacing cycle (20+ years to 7-10 years) (\$285k+\$250k+\$250k)																	
- routine sign (\$150k) maintenance program	- routine sign (\$150k) maintenance program	- routine sign (\$150k) maintenance program																	
System Completion		Enhancements																	
SOV/MOA Mode Share		- implement roadway-related (functional efficiency/safety) improvements in priority corridors (\$2.1M)	- implement roadway-related (functional efficiency/safety) improvements in priority corridors (\$2.1M)	- implement roadway-related (functional efficiency/safety) improvements in priority corridors (\$2.1M)															
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		Scenario	2000	Base	Base +	Base ++													
2000	99%	100%	100%	100%															
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		Scenario	1994	2000	Base	Base +	Base ++												
1994	66%	66%	60%	58%	54%														

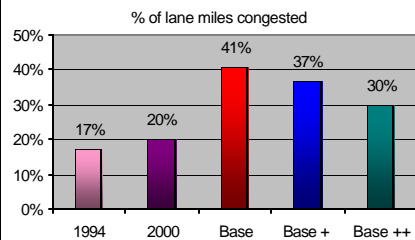
TRAVEL DEMAND MANAGEMENT



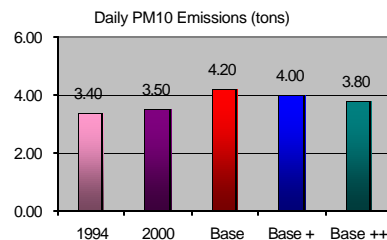


SYSTEM PERFORMANCE IN 2020

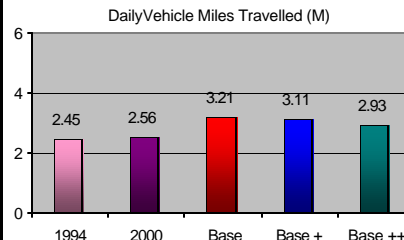
Congestion



Air Quality



Daily VMT



Mobility

